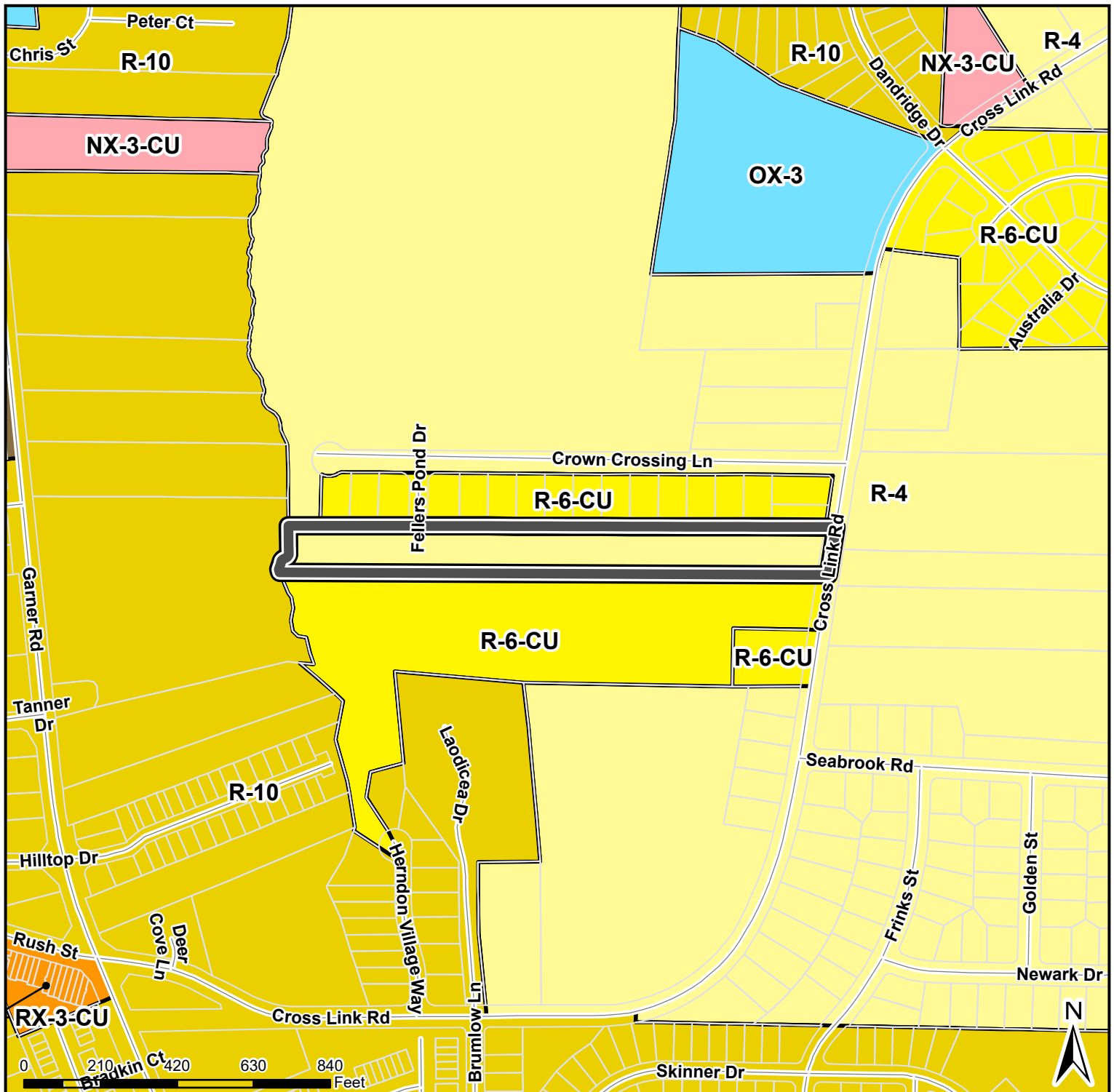
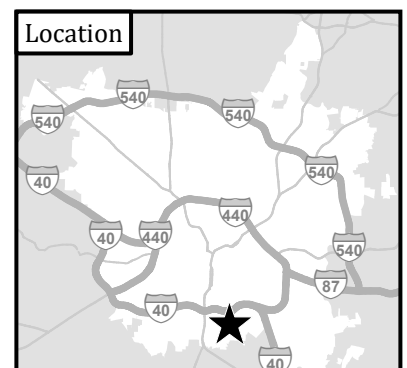


Existing Zoning

Z-3-2024



Property	933 Cross Link Rd
Size	4.51 acres
Existing Zoning	R-4
Requested Zoning	R-10-CU





Rezoning Application and Checklist

Planning and Development Customer Service Center • One Exchange Plaza, Suite 400 | Raleigh, NC 27601 | 919-996-2500

Please complete all sections of the form and upload via the Permit and Development Portal (permitportal.raleighnc.gov). Please see page 11 for information about who may submit a rezoning application. A rezoning application will not be considered complete until all required submittal components listed on the Rezoning Checklist have been received and approved. For questions email rezoning@raleighnc.gov.

Rezoning Request			
Rezoning Type	<input type="checkbox"/> General use	<input checked="" type="checkbox"/> Conditional use	<input type="checkbox"/> Master plan
	<input type="checkbox"/> Text change to zoning conditions		
			OFFICE USE ONLY Rezoning case # _____
Existing zoning base district: R-4	Height:	Frontage:	Overlay(s):
Proposed zoning base district: R-10-CU	Height:	Frontage:	Overlay(s):
Helpful Tip: View the Zoning Map to search for the address to be rezoned, then turn on the 'Zoning' and 'Overlay' layers.			
If the property has been previously rezoned, provide the rezoning case number:			

General Information		
Date: December 20, 2023	Date amended (1):	Date amended (2):
Property address: 933 Cross Link Road		
Property PIN: 1712059704		
Deed reference (book/page): Book 16414, Page 2017		
Nearest intersection: Cross Link Road and Crown Crossing Lane		Property size (acres): 4.51
For planned development applications only:	Total units:	Total square footage:
	Total parcels:	Total buildings:
Property owner name and address: Vincent C. Hembrick, Trustee and Tracie M. Hembrick, Trustee		
Property owner email: hembrickconstruction@yahoo.com		
Property owner phone: (919) 395-8474		
Applicant name and address: Isabel Worthy Mattox		
Applicant email: isabel@mattoxlawfirm.com		
Applicant phone: 919-828-7171		
Applicant signature(s):		
Additional email(s):		

The Hembrick Family Trust

By: Vincent Hembrick

By: Vincent Hembrick, trustee

By: Tracie Hembrick

By: Tracie M. Hembrick, Trustee

Conditional Use District Zoning Conditions

Zoning case #:	Date submitted: December 20, 2023	OFFICE USE ONLY Rezoning case #
Existing zoning: R-4	Proposed zoning: R-10-CU	

Narrative of Zoning Conditions Offered

1. Residential density shall not exceed forty (40) dwelling units.
2. Upon development a Greenway Easement shall be granted over the Property on the western boundary of the Property and a pedestrian connection shall be constructed between the Greenway Easement and the internal pedestrian network on site.
3. An eight and a half (8.5) foot tall fence shall be installed along the common property line of the subject property and homes fronting on Crown Crossing Lane (Perry) DB 8656, PG. 2363 PINs 1712058838, 1712057858, 1712056888, 1712054868, 1712053808, 1712053878; (Pulley) DB14043, PG 2605 1712154867; (Foy) DB15768, Pg 2544 1712059897; (Turner) DB 10623 Pg1286 1712152827; (Holland) DB18848 Pg 1705 1712055898; (Kearney) DB17774 Pg 1495 1712059817; (Chirico) DB19084 Pg 1343 1712153807; (Hipp) DB 16523 Pg 2552 1712150877; (Perry) DB 9984 Pg 378 1712155970; (Jones) DB12392 Pg 1003 1712153887; (Lunsford) DB 11899 Pg 1073 1712151847 prior to the issuance of any certificate of occupancy for the Property. The fence may be interrupted for street connections, pedestrian connections, utility connections. In the alternative, tree conservation areas may be maintained along such common line in lieu of a fence.

The property owner(s) hereby offers, consents to, and agrees to abide, if the rezoning request is approved, the conditions written above. All property owners must sign each condition page. This page may be photocopied if additional space is needed.

The Hembrick Family Trust

By: Vincent Hembrick

By: F0A21551CF80480...
Vincent Hembrick, trustee

By: Tracie Hembrick

By: 4BD0E1C0E2D848C...
Tracie M. Hembrick, Trustee

Rezoning Application Addendum #1**Comprehensive Plan Analysis**

The applicant is asked to analyze the impact of the rezoning request and its consistency with the Comprehensive Plan. The applicant is also asked to explain how the rezoning request is reasonable and in the public interest.

OFFICE USE ONLY

Rezoning case #

Statement of Consistency

Provide brief statements regarding whether the rezoning request is consistent with the future land use designation, the urban form map, and any applicable policies contained within the 2030 Comprehensive Plan.

The Future Land Use identifies this property for " Low Scale Residential" zoning, however, this property is located within the Frequent Transit Area which could allow up to 98 apartments or 21 units per acre on this property. By comparison, proposed density of 8.9 units per acre (maximum of 40 units) is fairly low density. The property is also on a "Traffic Emphasis Corridor" and Cross Link Road is designated as a "Frequent Transit Corridor". The proposed zoning complements uses envisioned in the "Traffic Emphasis Corridor". More intense developments are encouraged in developments using the "Frequent Transit Development" option. In addition, the proposed zoning stipulates that a pedestrian connection will be made to the Greenway Easement along the western edge of the property. Internal sidewalks will also connect to sidewalks on Cross Link Road & Fellers Pond Drive which connects to Crown Crossing Lane. These facilities will provide excellent internal pedestrian access to the "Traffic Emphasis Corridor" (Cross Link Road).

Public Benefits

Provide brief statements explaining how the rezoning request is reasonable and in the public interest.

Development under the proposed rezoning will provide pedestrian access to the Greenway Easement along the western edge of the property and the "Traffic Emphasis Corridor" (Cross Link Road). Development will also provide pedestrian and vehicular networks connecting Cross Link Road and Fellers Pond Drive. Changing the zoning from R-4 to R-10-CU encourages more dense development consistent with the "Traffic Emphasis Corridor" and "Frequent Transit Corridor" designations for this property and the adjacent Cross Link Road.

Rezoning Application Addendum #2	
Impact on Historic Resources	OFFICE USE ONLY Rezoning case # _____
<p>The applicant is asked to analyze the impact of the rezoning request on historic resources. For the purposes of this section, a historic resource is defined as any site, structure, sign, or other feature of the property to be rezoned that is listed in the National Register of Historic Places or designated by the City of Raleigh as a landmark or contributing to a Historic Overlay District.</p>	
Inventory of Historic Resources	
List in the space below all historic resources located on the property to be rezoned. For each resource, indicate how the proposed zoning would impact the resource.	
<p>There are no known historic resources located on the property.</p>	
Proposed Mitigation	
Provide brief statements describing actions that will be taken to mitigate all negative impacts listed above.	
<p>No negative impacts for the proposed rezoning have been identified.</p>	

Urban Design Guidelines

The applicant must respond to the Urban Design Guidelines contained in the 2030 Comprehensive Plan if:

- a) The property to be rezoned is within a "City Growth Center" or "Mixed-Use Center", OR;
- b) The property to be rezoned is located along a "Main Street" or "Transit Emphasis Corridor" as shown on the Urban Form Map in the 2030 Comprehensive Plan.

Urban form designation:

Click [here](#) to view the Urban Form Map.

1

All Mixed-Use developments should generally provide retail (such as eating establishments, food stores, and banks), and other such uses as office and residential within walking distance of each other. Mixed uses should be arranged in a compact and pedestrian friendly form.

Response:

R-10-CU is not Mixed-Use zoning designation. The proposed zoning does not generally allow mixed use developments.

2

Within all Mixed-Use Areas buildings that are adjacent to lower density neighborhoods should transition (height, design, distance and/or landscaping) to the lower heights or be comparable in height and massing.

Response:

The properties to the north and south are zoned to R-6. Adjacent properties have the same 3 story maximum heights.

3

A mixed-use area's road network should connect directly into the neighborhood road network of the surrounding community, providing multiple paths for movement to and through the mixed-use area. In this way, trips made from the surrounding residential neighborhood(s) to the mixed-use area should be possible without requiring travel along a major thoroughfare or arterial.

Response:

The proposed zoning designation is not Mixed-Use. However, road and pedestrian connections will be made to adjoining properties.

4

Streets should interconnect within a development and with adjoining development. Cul-de-sacs or dead-end streets are generally discouraged except where topographic conditions and/or exterior lot line configurations offer no practical alternatives for connection or through traffic. Street stubs should be provided with development adjacent to open land to provide for future connections. Streets should be planned with due regard to the designated corridors shown on the Thoroughfare Plan.

Response:

A street connection will be made to the existing stub of Fellers Pond Drive.

5

New development should be comprised of blocks of public and/or private streets (including sidewalks). Block faces should have a length generally not exceeding 660 feet. Where commercial driveways are used to create block structure, they should include the same pedestrian amenities as public or private streets.

Response:

The dimensions of the site do not allow a typical block structure. What would be seen as a block face on the proposed development will be kept below 660 ft.

6

A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared use. Streets should be lined by buildings rather than parking lots and should provide interest especially for pedestrians. Garage entrances and/or loading areas should be located at the side or rear of a property.

Response:

Due to the dimension constraints of the site, garages will have to be front loaded. Buildings will front streets with no parking between buildings and streets except in residential driveways.

7	<p>Buildings should be located close to the pedestrian-oriented street (within 25 feet of the curb), with off-street parking behind and/or beside the buildings. When a development plan is located along a high-volume corridor without on-street parking, one bay of parking separating the building frontage along the corridor is a preferred option.</p> <p>Response:</p> <p>Parking for development on the property will be designed consistent with applicable regulations/standards, located with due consideration of this guideline and based on the scale and context of the use and the existing physical characteristics of the property.</p>
8	<p>If the site is located at a street intersection, the main building or main part of the building should be placed at the corner. Parking, loading or service should not be located at an intersection.</p> <p>Response:</p> <p>Proposed development at a street intersection will be provided in accordance with applicable regulations.</p>
9	<p>To ensure that urban open space is well-used, it is essential to locate and design it carefully. The space should be located where it is visible and easily accessible from public areas (building entrances, sidewalks). Take views and sun exposure into account as well.</p> <p>Response:</p> <p>Open space, if required, will be connected to pedestrian access corridors including sidewalks and greenways.</p>
10	<p>New urban spaces should contain direct access from the adjacent streets. They should be open along the adjacent sidewalks and allow for multiple points of entry. They should also be visually permeable from the sidewalk, allowing passersby to see directly into the space.</p> <p>Response:</p> <p>Urban open space, if required, will be connected to pedestrian access corridors including sidewalks and greenways.</p>
11	<p>The perimeter of urban open spaces should consist of active uses that provide pedestrian traffic for the space including retail, cafés, and restaurants and higher-density residential.</p> <p>Response:</p> <p>Retail uses, cafes and restaurants are not allowed in the R-6 zoning designation. Residential uses will have direct connections to pedestrian corridors and greenways.</p>
12	<p>A properly defined urban open space is visually enclosed by the fronting of buildings to create an outdoor "room" that is comfortable to users.</p> <p>Response:</p> <p>The dimensions of the site and the type of development allowed in the proposed zoning designation limits the viability of urban open space for this property.</p>
13	<p>New public spaces should provide seating opportunities.</p> <p>Response:</p> <p>The proposed greenway connection will provide opportunities for seating areas.</p>

14	<p>Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.</p> <p>Response:</p> <p>IT is anticipated that the parking lots in the development will be situated as to not dominate the frontage of pedestrian-oriented streets.</p>
15	<p>Parking lots should be located behind or in the interior of a block whenever possible. Parking lots should not occupy more than 1/3 of the frontage of the adjacent building or not more than 64 feet, whichever is less.</p> <p>Response:</p> <p>It is anticipated that parking will not be allowed between buildings and streets except for residential driveways.</p>
16	<p>Parking structures are clearly an important and necessary element of the overall urban infrastructure but, given their utilitarian elements, can give serious negative visual effects. New structures should merit the same level of materials and finishes as that a principal building would, care in the use of basic design elements can make a significant improvement.</p> <p>Response:</p> <p>Parking structures are not anticipated to be used for this development.</p>
17	<p>Higher building densities and more intensive land uses should be within walking distance of transit stops, permitting public transit to become a viable alternative to the automobile.</p> <p>Response:</p> <p>The proposed zoning requires pedestrian connections to the property to the north to allow for ease of public transit access.</p>
18	<p>Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.</p> <p>Response:</p> <p>The streets of the development will be lined on both sides with sidewalks that connect to neighboring sidewalks to provide convenience and comfort for pedestrian access.</p>
19	<p>All development should respect natural resources as an essential component of the human environment. The most sensitive landscape areas, both environmentally and visually, are steep slopes greater than 15 percent, watercourses, and floodplains. Any development in these areas should minimize intervention and maintain the natural condition except under extreme circumstances. Where practical, these features should be conserved as open space amenities and incorporated in the overall site design.</p> <p>Response:</p> <p>The west side of the property is lined by a 50' stream buffer that will allow for preservation of natural resources.</p>
20	<p>It is the intent of these guidelines to build streets that are integral components of community design. Public and private streets, as well as commercial driveways that serve as primary pedestrian pathways to building entrances, should be designed as the main public spaces of the City and should be scaled for pedestrians.</p> <p>Response:</p> <p>The street layout chosen for this development will allow for ease of pedestrian access throughout the development as well as the connections to the neighboring properties.</p>

21	<p>Sidewalks should be 5-8 feet wide in residential areas and located on both sides of the street. Sidewalks in commercial areas and Pedestrian Business Overlays should be a minimum of 14-18 feet wide to accommodate sidewalk uses such as vendors, merchandising and outdoor seating.</p> <p>Response:</p> <p>The sidewalks of this development will meet these requirements.</p>
22	<p>Streets should be designed with street trees planted in a manner appropriate to their function. Commercial streets should have trees which complement the face of the buildings and which shade the sidewalk. Residential streets should provide for an appropriate canopy, which shadows both the street and sidewalk, and serves as a visual buffer between the street and the home. The typical width of the street landscape strip is 6-8 feet. This width ensures healthy street trees, precludes tree roots from breaking the sidewalk, and provides adequate pedestrian buffering. Street trees should be at least 6 1/4" caliper and should be consistent with the City's landscaping, lighting and street sight distance requirements.</p> <p>Response:</p> <p>Street trees within development on the property will be provided consistent with applicable regulations and standards.</p>
23	<p>Buildings should define the streets spatially. Proper spatial definition should be achieved with buildings or other architectural elements (including certain tree plantings) that make up the street edges aligned in a disciplined manner with an appropriate ratio of height to width.</p> <p>Response:</p> <p>The physical configuration of the property (depth) encourages buildings to appropriate spatial definition of streets.</p>
24	<p>The primary entrance should be both architecturally and functionally on the front facade of any building facing the primary public street. Such entrances shall be designed to convey their prominence on the fronting facade.</p> <p>Response:</p> <p>The physical configuration of the property (depth to length ratio) encourages front facades of future buildings to address public streets.</p>
25	<p>The ground level of the building should offer pedestrian interest along sidewalks. This includes windows entrances, and architectural details. Signage, awnings, and ornamentation are encouraged.</p> <p>Response:</p> <p>The ground level of buildings will be designed to encourage pedestrian interest along pedestrian accesses in accordance with applicable Code requirements.</p>
26	<p>The sidewalks should be the principal place of pedestrian movement and casual social interaction. Designs and uses should be complementary to that function.</p> <p>Response:</p> <p>The street layout expected for this development has sidewalks lining both sides of all roads allowing for this area to be the principal place of pedestrian movement and casual social interaction.</p>

Rezoning Checklist (Submittal Requirements)

To be completed by Applicant			To be completed by staff		
General Requirements – General Use or Conditional Use Rezoning	Yes	N/A	Yes	No	N/A
1. I have referenced this Rezoning Checklist and by using this as a guide, it will ensure that I receive a complete and thorough first review by the City of Raleigh	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Pre-application conference.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Neighborhood meeting notice and report	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Rezoning application review fee (see Fee Guide for rates).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Completed application submitted through Permit and Development Portal	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Completed Comprehensive Plan consistency analysis	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Completed response to the urban design guidelines	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. Two sets of stamped envelopes addressed to all property owners and tenants of the rezoning site(s) and within 500 feet of area to be rezoned.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. Trip generation study	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. Traffic impact analysis	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
For properties requesting a Conditional Use District:					
11. Completed zoning conditions, signed by property owner(s).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
If applicable, see page 11:					
12. Proof of Power of Attorney or Owner Affidavit.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
For properties requesting a Planned Development or Campus District:					
13. Master plan (see Master Plan submittal requirements).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
For properties requesting a text change to zoning conditions:					
14. Redline copy of zoning conditions with proposed changes.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15. Proposed conditions signed by property owner(s).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Master Plan (Submittal Requirements)					
To be completed by Applicant			To be completed by staff		
General Requirements – Master Plan	Yes	N/A	Yes	No	N/A
1. I have referenced this Master Plan Checklist and by using this as a guide, it will ensure that I receive a complete and thorough first review by the City of Raleigh.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Total number of units and square feet	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. 12 sets of plans	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Completed application; submitted through Permit & Development Portal	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Vicinity Map	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Existing Conditions Map	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Street and Block Layout Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. General Layout Map/Height and Frontage Map	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. Description of Modification to Standards, 12 sets	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. Development Plan (location of building types)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11. Pedestrian Circulation Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12. Parking Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13. Open Space Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14. Tree Conservation Plan (if site is 2 acres or more)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15. Major Utilities Plan/Utilities Service Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
16. Generalized Stormwater Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
17. Phasing Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
18. Three-Dimensional Model/renderings	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
19. Common Signage Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

SUMMARY OF ISSUES

A neighborhood meeting was held on November 27, 2023 (date) to discuss a potential rezoning located at 933 Cross Link Road (property address). The neighborhood meeting was held at Biltmore Hills Community Center (location). There were approximately 23 (number) neighbors in attendance. The general issues discussed were:

Summary of Issues:

Access to Site
Traffic from this project to proposed apartments to south
Yards for children's play
Expected price point for Townhomes
Workforce Housing for City workers, police, etc.
Average family incomes
Speeding on Cross Link Road
Fence on property line

ATTENDANCE AT NEIGHBORS MEETING
933 Cross Link Road
Monday, November 27, 2023

NAME	ADDRESS	PHONE #
WALTER DOBBIN	Street: 411 Plaza Dr Email: [unclear]	919 812-4115
Robert Dobbin	Street: 56 Rock Pillar Rd Raleigh, N.C. 27520 Email: robdobbin@aol.com	919- 625-1721
Bernard & Anne Kearney	Street: 816 Crown Crossing Ln Email: aksmile69@bellsouth.net	919-832-4390
Don & Lynnette Williams	Street: 932 Cross Link Road Raleigh, N.C. 27610 Email: Williams11868@yahoo.com	919 413 8336
Dominic & Darlene Chirico	Street: 886 Crown Crossing Lane Raleigh, N.C. 27610 Email: tanfwkr66@gmail.com	775-313- 5680
STEVEN FLEURY	Street: CROSS LINK Email:	
Vincent & Tracie Lembrick	Street: 933 Cross Link Rd, Raleigh, NC 27610 Email:	(919) 395-8474
Liz & Dscm Holland	Street: 800 Crown Crossing Lane LIZHLETA1 Email: @Hotmail.com 27610	919-753- 3957
Dominic and Leah Chirico	Street: 836 Crown Crossing Ln. Raleigh, NC 27610 Email: Leahheinan@gmail.com	775-790- 2096
Golden B. Graham Rashid D. Graham	Street: 900 Cross Link Rd Raleigh, NC 27610 Email: goldenbgraham@gmail.com	919 740 7354
Dr. Dennis Rogers	Street: Baltimore Hills Community Assoc. Email:	202.948.4433
Eugene Myrick	Street: Brooklyn Que@hotmail.com Email:	
Kevin Peterson	Street: 733 Cross Link Road Raleigh, N.C. 27610 Email:	919.288.4398

ATTENDANCE AT NEIGHBORS MEETING
933 Cross Link Road
Monday, November 27, 2023

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